# MMDA Discussion

Should NASA specify JTRS/SCA approach?

- Civil Aviation waveforms do not have a security restriction.

- How do we certify JTRS for use on civilian aircraft?

- Compare JTRS documentation against DO-178B requirements and produce a gap analysis.

- Compare a JTRS approach vs an IMA approach from a civil certification perspective.

- We would need cluster 4 AMF version of JTRS.  Study not available for 18 MAC. Talk to Col. McLeard in JPO and Lt. Col. Watson at Hanscom AFB.

- JTRS airworthiness plan uses existing data to with FAA Aircraft Cert. and Flight Standards to determine risk reduction activities.

- Is there a cost or performance penalty in using JTRS architecture?

- Firmware vs SW performance issues for selected waveforms?

# MMDA Discussion

Minimum supporting certification data?

- Do we need a full data set?  Certain common data sets are required. Some parts for multimode, some parts are multifunction.

- To begin certification process need functional decomposition & FMEA (common mode, fault tree, etc.) – Discuss roadmap with FAA

- Everything except (up to)  DO-160

- Can we use commonality?

- Drive out the system level requirements FAR25.1309, AC25.1309

- Review RTCA DO-248B, industry response to software certification

- Can we use a Spiral Development process?

- Decide whether MMDA is aircraft specific or not.

- Vendors would want a certification plan that bounds MMDA.

# MMDA Discussions

## Candidate C,N and S functionality?

- Concept of operations needed for MMDA
- Define base line radio suite transport aircraft.
- Start with minimum functionality
- Consult NAS Architecture V5 for functionality
- Ease of future requirements upgrades

## Other Feedback, Suggestions

- Clarify success criteria for research project
- Look at Security Certification issues IAW AEEC and FAA processes and Homeland Security Presidential Directive #7 on Critical Infrastructure Protection.
- Look at SASIF.